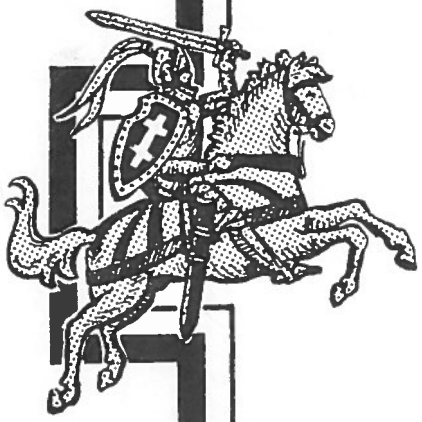
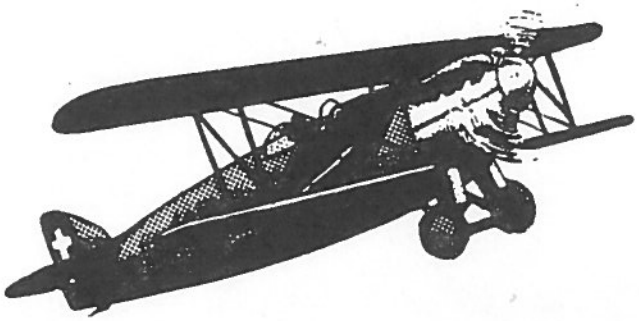
April 1975 Vol. 1, No. 2 0.75 $US

small air forces observer







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SMALL AIR FORCES OBSERVER

the newsletter of the
Small Air Forces Clearing House

Vol. I No. 2 April 1975

Cover Comment - Lithuanian "Šmolik"

Our cover this issue was designed and drawn by Ted Koppel (SAFCH #118). The main illustration, based on a photograph in PLIENO SPARNAI METRASTIS (Lithuanian-American Aero Club) No. 2-3 1971, depicts a Letov S-20 of the Fifth Air Squadron of the Lithuanian Air Force in the early 1930s. Of special note is the two different styles of leather flying jackets worn by the crew. Since a complete view of a Letov S-20 in Lithuanian markings has not been found, the small view is conjectural and further information would be most welcome. Anyone wishing to assist Ted in his study of the Baltic Air Forces should write: Ted Koppel, 1708 Park Ave., Baltimore, MD 21217.
(Editor's Comment: My apologies to Ted for inadvertently leaving his name off of his excellent CEYLON MISC page that appeared in SAFO #1. As can be seen from his work in this issue, Ted is a prolific and enthusiastic supporter of the SAFCH.)

Editorial: *A look at our "new members" list will show that our growth since the first issue has been a phenomenal 34%. This allows not only four more pages of information in this issue but it also makes possible the use of photos much sooner than anyone anticipated. - The blanks in the membership list are reserved for sponsored members from Poland. - Also notice that we have misplaced five members. Anyone having information about these "lost sheep" please let me know.*
On 13 April of this year, IPMS-MONTEREY hosted a Regional Scale Model Contest. Jim Sanders (SAFCH #1) donated a subscription to the SAFO for "the best model finished in the markings of a small air force". This award went to Tom Cleaver of IPMS-GOLDEN GATE for his excellent 1/72 scale Sabre 6 in West German markings. Here is an idea that any member can use to help promote the goals of the SAFCH.

Information for the authors: To keep the editorial chores to a minimum, authors are requested to submit "camera ready copy" on one side of 8.5 by 11 inch paper (or equivalent) with margins at least 1/4 inch all around. The article will appear in the SAFO exactly as it is submitted by the author. Since photos cost more to print than text or drawings, all photos should be collected on one page. It is suggested that the typing be single spaced (please use a fresh ribbon), and that authors plan their material to fill the pages so that "filler" material will not be needed. The editor will type articles, especially for authors for whom English is not their native tongue, but substantial delay must be expected in such cases. Manuscripts should be sent to J. V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

Financial statement: As we go to press, SAFCH membership stands at 138. This means that income from Vol. I No. 1 was 0.75 x 138 = $103.50. Printing 200 copies of Vol. I No. 1 cost $63.60 and mailing cost 0.18 x 138 = $24.84 for a total cost of $88.44. This leaves a balance of $15.06 to be applied to the remaining issues of Volume I.

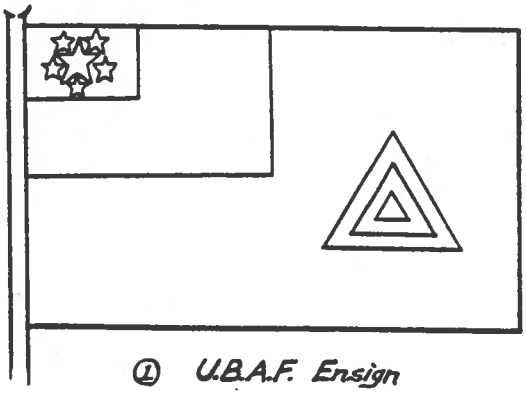
Subscription rate for the SAFO is 3.00 $US for 4 issues. Send remittance to J. V. Sanders, 27965 Berwick Dr., Carmel CA 93921

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SAFO II MISCELLANY

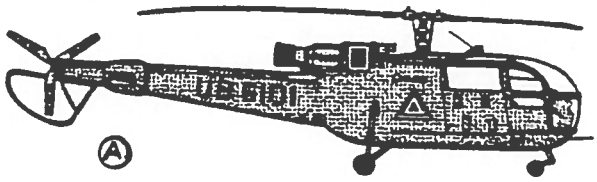
UNION OF BURMA AIR FORCE
Founded 1948 (?)

Burma

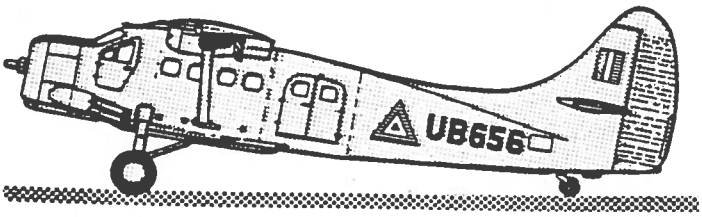


① U.B.A.F. Ensign

The U.B.A.F. ensign of "R.A.F. BLUE has the national flag (RED, with WHITE stars on BLUE) in the canton, with the A.F. triangle insigne in the fly — BLUE outer, WHITE, and GOLD (yellow-orange) inner — sometimes also described as saffron.



Ⓐ



Ⓑ

Ⓐ SUD ALOUETTE III, UB 6101, 1963

Ⓑ DE HAVILLAND of CANADA OTTER, UB 656 (c/n 386), as delivered from Canada in 1960.

② Cloth Shoulder Title — white lettering embroidered on "R.A.F. blue" felt.



VARIATIONS IN PRESENTATION/RELATION OF FUSELAGE MARKINGS:



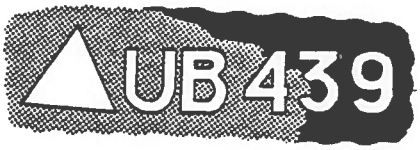
③ U.B.A.F. Pilot's Badge, metal (gilded or brass).

Ⓒ UB 208, HUNTING PROVOST T.53 (ordered in 1954).



④ Cloth U.B.A.F. insigne — with white wings embroidered on "R.A.F.-blue" felt.



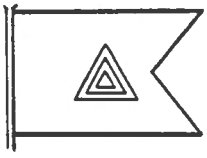


Ⓓ

Ⓓ UB 439, SUPERMARINE SPITFIRE Mk. 9 (camouflaged); ex-Israeli.

[NOTE DIFFERENCE IN ANGLE OF TRIANGLE, CODE].

NO SCALE



⑤ Distinguishing Flag of Chief of Air Staff, on dark-blue background.

►►►SOURCES► *THE ABOVE DRAWINGS BASED ON FOLLOWING —*

① Artwork in THE INTERNATIONAL FLAG BOOK IN COLOR, Pedersen & Peterson; Page 72.

②&Ⓓ Drawings, Maj. J. Isbiry, IDENTIFICATION PAMPHLET No. 8 (Shoulder Patches of Far Eastern Military Forces), Page 7 — Courtesy Maj. Isbiry, Military Heraldry Society.

③ Unidentified (printed) Canadian source via G.E. Bliss, combined with W. Vanleeuw drawing — (A.S.M.I.C. TRAINING POST, Jan.-Mar. 1970, page 52).

⑤ Color-artwork, FLAGS OF ALL NATIONS, B.E. 2c(4), Vol. II (Hanso, 1958).

Ⓐ Photo, AIR PICTORIAL, February 1963 (Vol. 25, No. 2), Page 42.

Ⓑ Photo (Millberry), AIR PICTORIAL, Dec. 1960 (Vol. 22, No. 12), Page 366.

Ⓒ&Ⓓ Photos ("C." by P.R. Keating), THE AIR FORCES OF THE WORLD, Green & Fricker (Hanover House, 1958); both Page 48.

T.K. '72-'73

Ted Koppel SAFCH #118

,news,news,news,news,news,news,news,news,news,news,news,news,news,news,news,news,news,news,

BELGIUM: The Heliflight at Koksijde will become a Squadron, the 40th Helismaldeel. It will consist of four flights: Maintance flight (maintance of all helicopters on first line), SAR flight (with H-34s), SRT flight (also with H-34s), and Zeemacht flight (Navy flight with Alouette IIIs).
-Starfighter FX-43 crashed on 27 January 1975.

DENMARK: The Royal Danish Air Force has ordered 32 SAAB Supporters to replace its Chipmunks, KZ-VIIs, and Piper Super Cubs. The supporter has also been ordered by PAKISTAN.
-No. 724 Sqn. was disbanded on 31 March 1974. Their Hunters, now stored at Aalbørg, are: E-401, 402, 403, 407, 408, 409, 410, 412, 418, 419, 420, 421, 423, 424, 425, 427, 430, and ET-271, 272, 273, 274.
-F-104G (R-546) was not written off in 1970 as previously reported, but this a/c still serves with 726 Esk. This w/o should have been R-752 of 723 Esk. which crashed on 22-2-71.
-A fourth Royal Danish Air Force Starfighter (R-698) crashed into the sea near Skagen on 3-12-74.

FRANCE: Esc II/7 of the French Air Force has been formed with Sepecat Jaguars. The unit's name is "Argonne" and it consists of SPA-31 (Spartan Archer) and SPA-48 (Chicken).

GREECE: 339 Sqn. RHAF, based at Andravidha, phased out its F-84F Thunderstreaks in April 1974. They will be replaced by F-4E Phantoms of which 36 have been ordered by the Greek Air Force. USAF registrations are 72-1500 to 1535.
-In January of this year, the Royal Hellenic Air Force received the first of the 40 Dassault Mirage F.1C ordered from France.

INDONESIA: The Indonesian Navy has ordered 12 Rockwell International OV-10 Broncos with an option for 4 more. The PHILIPPINES and SOUTH KOREA are also interested in obtaining this a/c.

IRAN: Two Boeing 707 from a batch of 7 ordered have been delivered to the Imperial Iranian Air Force. These a/c are 5-241 c/n 20830 and 5-242 c/n 20831. The other a/c will be 5-243 to 5-236 with c/n 20832 to 20835.
-At the beginning of January, the Imperial Iranian Air Force transfered 24 Northrop F-5As to the ROYAL JORDANIAN AIR FORCE. Becasue of the recent purchase of Phantoms and F-5Es, the IIAF doesn't need the F-5As any more. Iran has ordered 141 F-5Es.

ITALY: A new unit of the Italian Air Force has been formed; 32 Stormo is equipped with Fiat G-91Y. All their a/c are marked with a "shark mouth" air intake. Very logical considering that this unit is an anti-shipping Stormo.
-F-104S 36-83 crashed and burned at Gioia del Colle on 26-4-74.
-F-104S of the 36 Stormo crashed near Gioia del Colle on 19-9-74.
-A TF-104G crashed near Firenze on 20-9-74 killing the pilot. This a/c belonged to 20 Stormo.
-A Fiat G-91R of 2 Stormo crashed on 23-9-74 at Villafranca. This a/c will be repaired.

LIBYA: The C-130H ordered by the Libyan Air Force will not be delivered for the moment. Mr. Kissinger refuses to grant an export licence until such time as American-Libyan relations improve.

NETHERLANDS: According to the Dutch White Paper many changes are in store for the Royal Netherlands Air Force and the Naval Service this coming year. The Air Force will withdraw five Hawk squadrons from West Germany and station them at Dutch air bases. Four Nike

(continued on page 31)



DHC Caribou G-401 Ghana Air Force. Serial indicates 1st a/c of the 4th type operated by this force. Colors: Gloss - white, broad red lateral slash, orange lower lateral surface and upper wing surface. Matt - black antiglare panel, exhaust areas of wing. National insignia: Black, white, and red roundels in 6 positions. Black star and serials on vertical stabilizer. Black GHANA AIR FORCE on orange lower lateral surface. Photo taken over Lake Ontario near Toronto. DeHavilland Aircraft of Canada (photo 14064 Oct 1961) via Fred Guthrie (SAFCH #29).

Fred Bachofner (SAFCH #15) The following list of European Air Shows and Open Days was supplied by our energetic National Editor for the Netherlands. Fred reminds us to always check for any changes in dates before making final travel plans. Any SAFCH member wishing more information about any of these events should write directly to Fred. Also, anyone desiring help in making arrangements to stay in Holland during this period should contact Fred; it seems that the bank for which he works is also a travel agency. Fred Bachofner, Welleweg 4, Brielle 3310, Neth.

Bulls Eye 1975 at Sola Norway 25 Aug. to 5 Sept.
Tiger Meet 1975 at Leck Germany
Royal Flush1975 at Bremgarten Germany probably late May
Paris Salon 29 May - 8 June 1975
Florennes (Belgium) International Air Show 21-22 June
Open Day Ahlhorn (Germany) 31 Aug.
Bremgarten (Germany) 6 or 12 June
Gutersolh RAF (Germany) 7 July
Jever (Germany) probably in Aug.
Kaufbuxen (Germany) 12 July
Larrbruch (Germany) 7 June
Leck (Germany) 7 or 14 Sept.
Leeuwarden (Holland) 27 Sept.
Volkel (Holland) 30 August
Wildenrath (Germany) 7 June
Wunstdorff (Germany) 13 Sept.

Kevin Harris (SAFCH #132) has some advice for the frustrated researcher: "Can't find the money to buy that reprint of Jane's All the World's Aircraft for 1942? And the local library doesn't have it and there's no place else to check to see if the Turkish Air Force used Tommahawk IIAs or IIBs? Well don't give up just yet, there's one place left to check before the hair pulling can begin. Go back to the library and see if it can get those necessary books through the Inter-Library Loan System. Many libraries can borrow materials from other libraries for a short period of time. This service costs a little bit of money to use but usually no more than enough to cover the cost of mailing the material from one place to another. Furthermore, the Inter-Library Loan System is not the speediest way to get ahold of a particular book. Recently, I had to wait 5 months to get a book from the Toronto Library in Ontario. However, for you researchers who aren't in a hurry and who only want to borrow not buy a particular book, the Inter-Library Loan System is worth looking into."

Chris Chołoniewski (SAFCH #96) is trying to trace the source of the NA Mitchells used by the Polish Air Force in Great Britain. He believes that they may have come from the Dutch Squadrons in the RAF. Anyone having the serial numbers of the Mitchells used by the Dutch in England should contact Chris: K. Chołoniewski, ul. Sabały 21m30, 02-174 Warszawa, Poland.

Fred Guthrie (SAFCH #29) wishes to correspond with members in Scandanavia, Europe, Austral-Asia, and South and Central America. Willing to exchange slides and data. Member IPMS and AAHS. Fred Guthrie, 10 Tarlton Rd., Toronto, Ontario, Canada M5P 2M4.

R. M. Goldman (SAFCH #89) requires information, particularly photographs, concerning air forces of Israel, Greece, Algeria, Morocco, Libya, Tunesia, Egypt, Syria, Iraq, Jordan, Saudi Arabia, Abu Dhabi, for projects on history of these countries. Full credit and reimbursement of all costs of reproduction. He particularly needs information leading to the location of a photo of an Me-110 in Iraqi markings. (Mr. Goldman is the coauthor of the recent book on Curtiss-Wright.) R.M. Goldman, 8 Stone Drive, West Orange, NJ 07052.

THE CURTIS HAWK FIGHTERS by Shamburger and Christy, originally published at around $25, is now available from Publishers Central Bureau,,Dept. 390, 1 Champion Ave., Avenel, NJ 07131 for $3.95 plus $1 for shipping.

AIR WAR IN OMAN

Introduction: The Sultanate of Oman is a desert kingdom on the south-eastern corner of the Arabian Peninsula. In the south of Oman is the province of Dhofar and some of its inhabitants have had aspirations of separation for many years. Between 1965 and 1968, these aspirations have become terrorism for liberation. Of course, the "rebels" are lead by Soviet and Chinese trained men who form the core of the "Popular Front for the Liberation of Oman".

Great Britain has for many years aided this country and so it was not unnatural for the British Armed Forces to second and contract men to fight the terrorism. The SOAF (Sultan of Oman's Air Force) has substanial aid from Great Britain (British pilots fly the vast majority of the missions), Iran, Pakistan, and other aid for the armed forces from the former as well as from India and Saudi Arabia.

Aircraft: In February 1977, the first of 12 BAC/Dassault-Breguet Jaguars should arrive to give the SOAF its first true air defense. AT the present time, the IIAF is supplying some 10 F-5A aeroplanes.

Since 1968 the strike component has used BAC Strikemaster Mk. 82s which have been very successful with no losses due to enemy action directly. The armed Provosts have been withdrawn from use.

The Transport Wing boasts some 3 BAC 111 475s (delivered early 1975), a large number of AB 205s and some AB 206s. Five Bell 214s have been ordered for heavier lift and underslung transport. The Beavers (ex-AAC) are being replaced by BN Defenders and there are some 16 Short Skyvans and 5 Viscounts. Only two of the original 3 DHC Caribou remain.

DATA & KITS: SOAF insignia as of early 1975 - red shield/white dagger & white outlined red disk

Type	Number	Kit
Strikemaster	20?	Airfix*/Matchbox
Beaver	4	Airfix
AB 205	16	Hasagawa
Caribou	2	No kit available
Viscount	5	Frog
Jaguar	12	Airfix/Frog/Matchbox
Defender	8	Airfix
Skyvan	16	Airfix*
AB 206	4	Rareplanes
BAC 111	3	Airfix
Bell 214	5	No kit available

Dark green/green camouflage overall * denotes SAFO decals supplied

IIAF a/c deployed in Oman (red/white/green roundels & fin flash)

F-5A	10?	Airfix/Hasagawa/Frog/matchbox
CH-47 Chinook	2	No kit available
AB 205	10?	Hasagawa
C-130E/H	+	Airfix

+ denotes a/c deployed occasionally

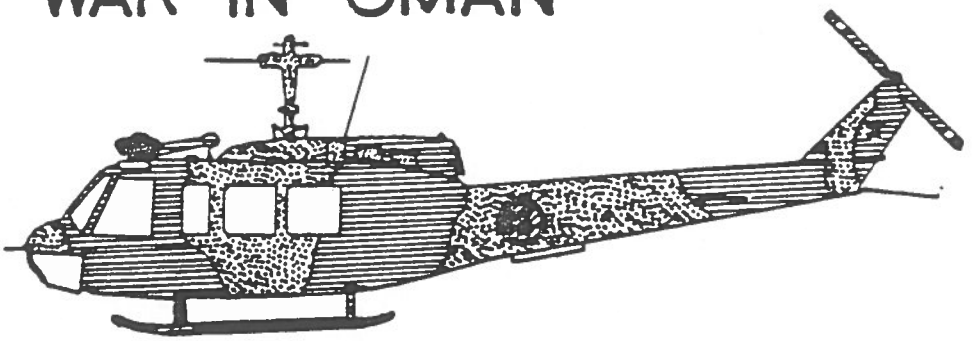
Standard IIAF colours used: dark green/sand/light grey.

References: This information comes from amny sources including my own photographs, magazines Air Pictorial (various) and Flight (various) were used.

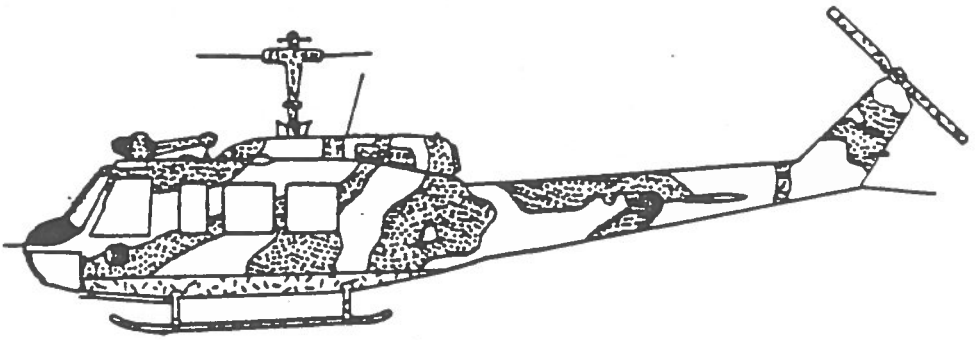
Paul Beaver SAFCH #42

AIR WAR IN OMAN

1.



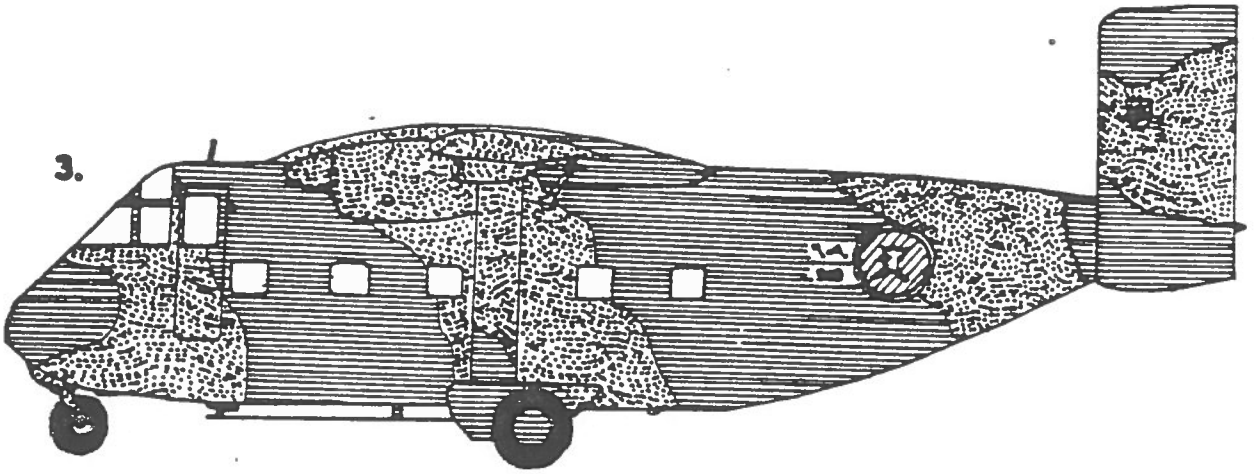
2.



1. AB 205 S.O.A.F. 1975

2. AB 205 I.I.A.F. 1975

3.



3. SHORT SKYVAN S.O.A.F. 1974

SAFCH-UK P.E. BEAVER/42 3/3/75.

Ref: FLIGHT, AIR PICTORIAL, (Various)

AIRCRAFT OF THE ESTONIAN AIR FORCE
Part 1
Estonian Camel - 1919

This Sopwith 2F.1 Camel (N-6616 from the first production batch) was one of the most importa acquistions of the young Estonian Air Force during the War for Independence. As mentioned in J.M. Bruce's FIGHTERS, Volume 2 (Warplanes of the First World War), it was one of H.M.S. Vindictive's machines, handed over by the British in 1919 -- and probably the sole example of this type used by the Estonians. The wing-top Lewis machine gun did not seem to have been fitted.

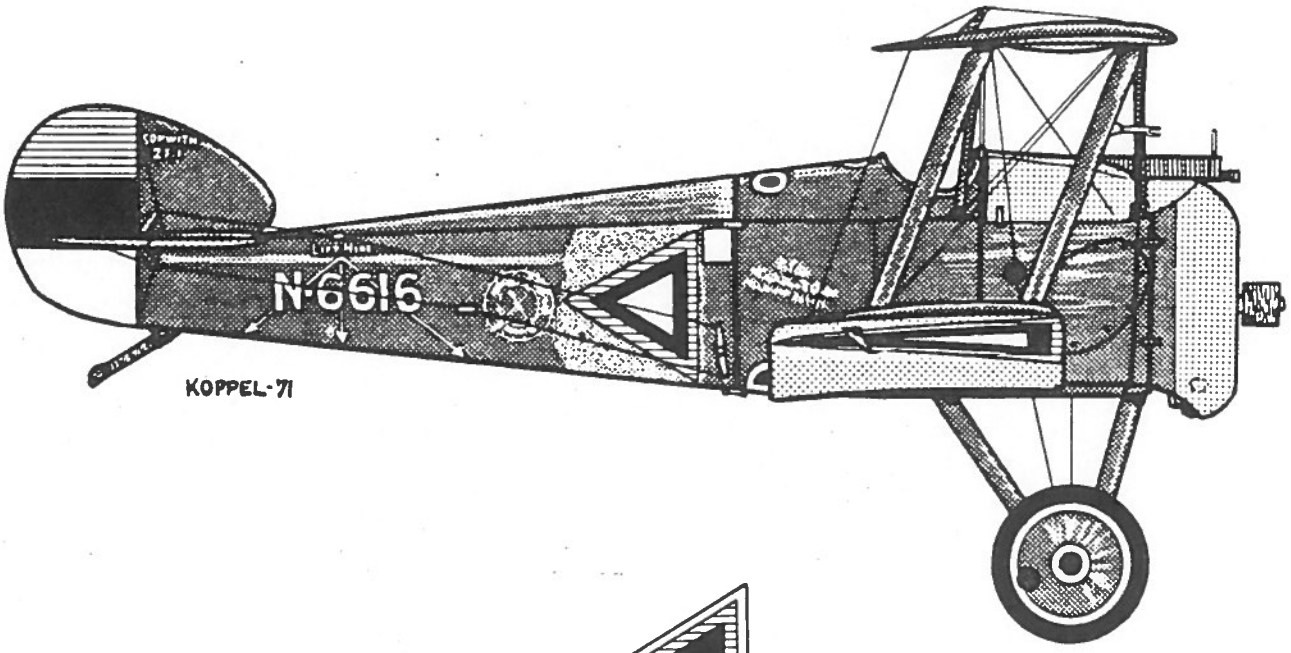
Much conjecture exists in determining these early colors, necessitated by the lack of adequate records and sufficiently clear photos. The accompanying drawings are based on published photos and some personal material of Bo Källqvist (SAFCH #6). The primary assumption is that the main colors are the standard British khaki-green and clear-doped areas, with natural metal cowl ring and top, and white markings. The Estonian national colors of medium-blue, black, and white are painted as horizontal rudder stripes and as triangles in six positio The areas where the original British roundels had been painted out are somewhat lighter than the old finish; this applies equally to the underwings. White lettering includes "SOPWITH 2F.1 (assumed) on fin; serial N-6616 superimposed on three intersecting arrows, with "LIFT HERE" written at top (initial letters "L" and "H" being larger than the rest); and an unidentified circular design, apparently much weathered since only individual segments are distinct. There furthermore seems to be, just forward of fuselage break, three lines of writing at an angle that would be parallel to the ground when the aircraft is resting in its normal position. The side and top views show the "standard" early national insignia. However, since those drawings were prepared, -Mr. Kallqvist has suggested that these particular markings were probably a bit more elaborate -- that is, with a thin white outline on the outside and an extra blue outline to the white inner triangle (see additional detail drawing). On most photos it is almost impossible to distingish between the blue and white areas, so it is quite possible this held true for some other early Estonian triangles of "unequal" proportions. On the upper surface, then, the outer blue would be divided into blue and white, and the inner white would also have a thin blue outline; this especially seems to be true on the underwing marking, but without the outer thin white. For the wheel disk decoration, it is also possible that the lighter rings were the original clear-doped surface, as on the inner disks, instead of white. There is even a remote possiblity that the cowl ring could have been painted some light color (such as grey), since the inner rim and upper cowl panel are noticably lighter in tone (arrows on front-view sketch). Or it may simply be variance in metallic reflection of the curved parts. General finish details for Camel are available from many previously published sources.

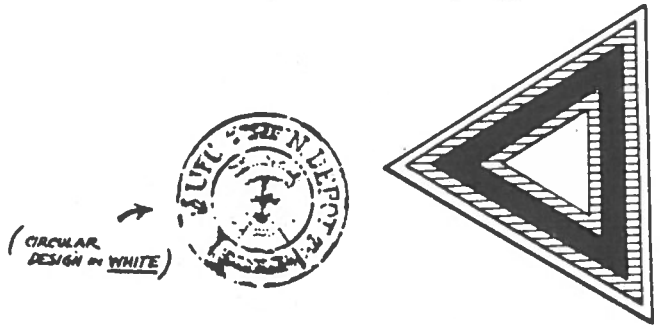
Airfix's 1/72 Camel is the 2F.1 model. For other kits, conversion to the 2F.1 would include reduced wingspan, the fuselage break with external elevator cables, centersection struts of steel tubing, and one offset Vickers machine gun. For the Estonian machine, the wing-top Lewis can be dispensed with.

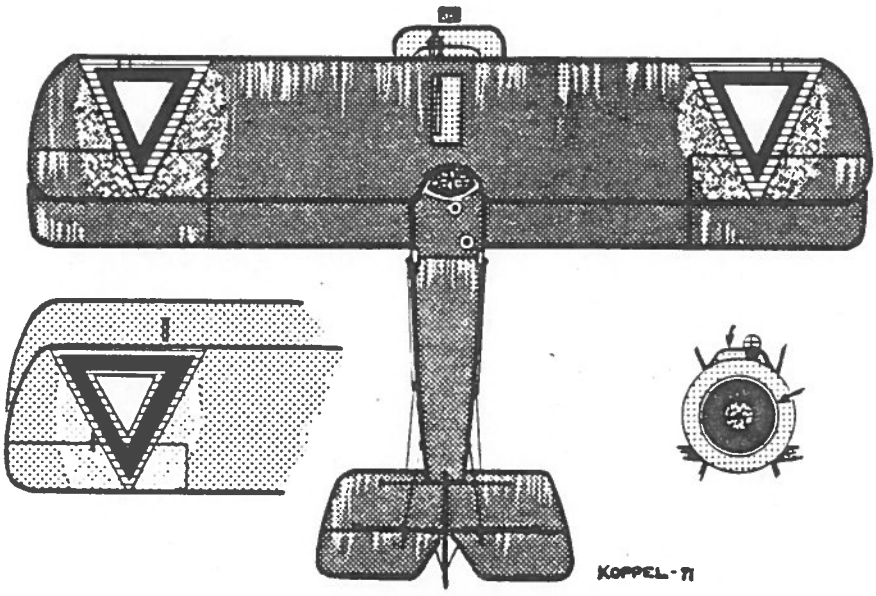
Ted Koppel SAFCH #118

SAFCH Research Project #2: AIRCRAFT OF THE ESTONIAN AIR FORCE. Ted Koppel (SAFCH #118) has made outstanding progress in this study of the EAF. He has been aided in this work by the generous assistance of Bo Källqvist (SAFCH #6), George Kamp (SAFCH #138), and others too numerous to mention. While patiently waiting for the SAFO to begin publication, Ted has published the first two parts of this study in the IPMS-QUARTERLY. These articles are reproduced here with the kind permission of IPMS-USA. (Membership in IPMS-USA can be obtained by sending $8.50 to Gene Porter, 3326 Maypole Ave., Chicago, Ill. 60624. Make checks or M.O. payable to IPMS-USA.) As can be seen from the cover of this issue, Ted has now expanded the scope of his research to cover the other Baltic countries. Anyone wishing to assist Ted in this research should contact Ted Koppel, 1708 Park Ave., Baltimore MD 21217.

ESTONIA

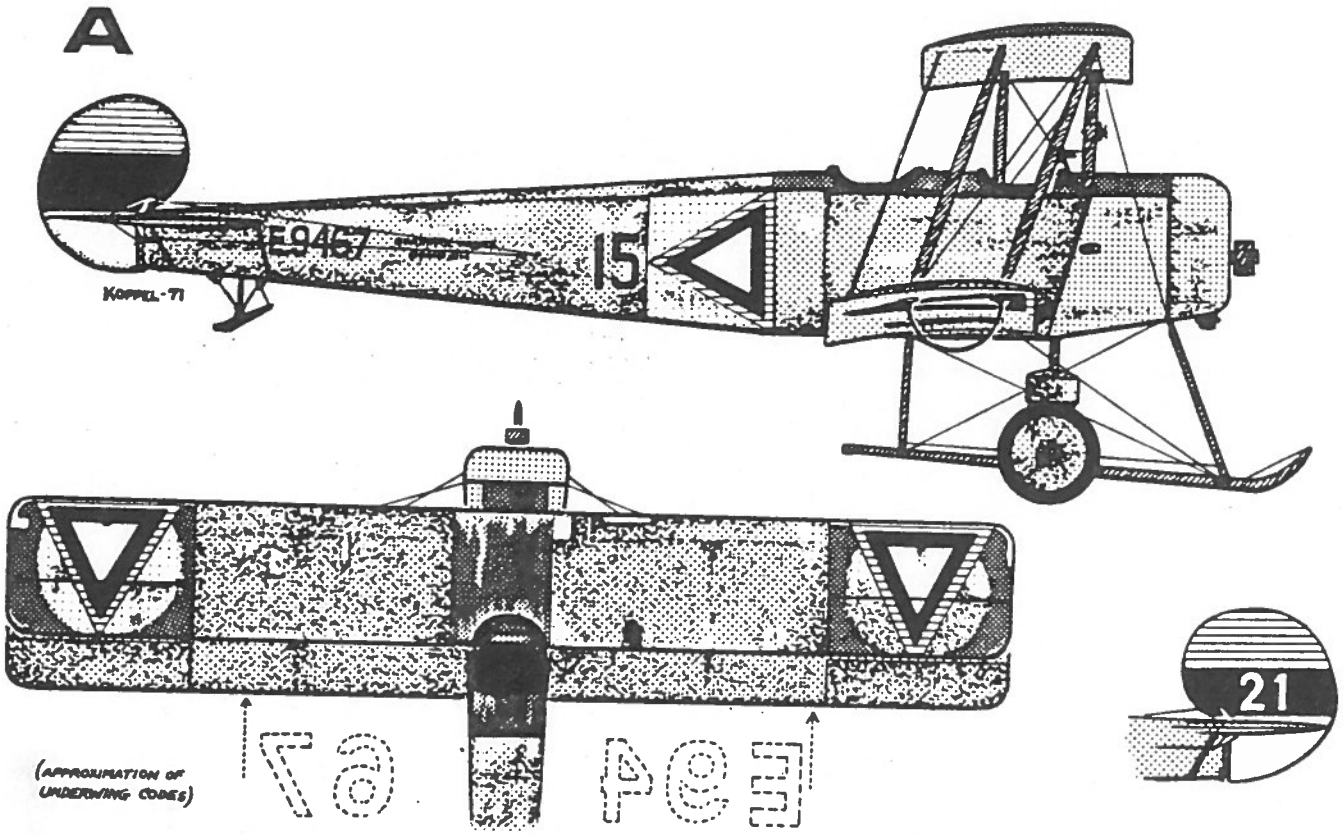


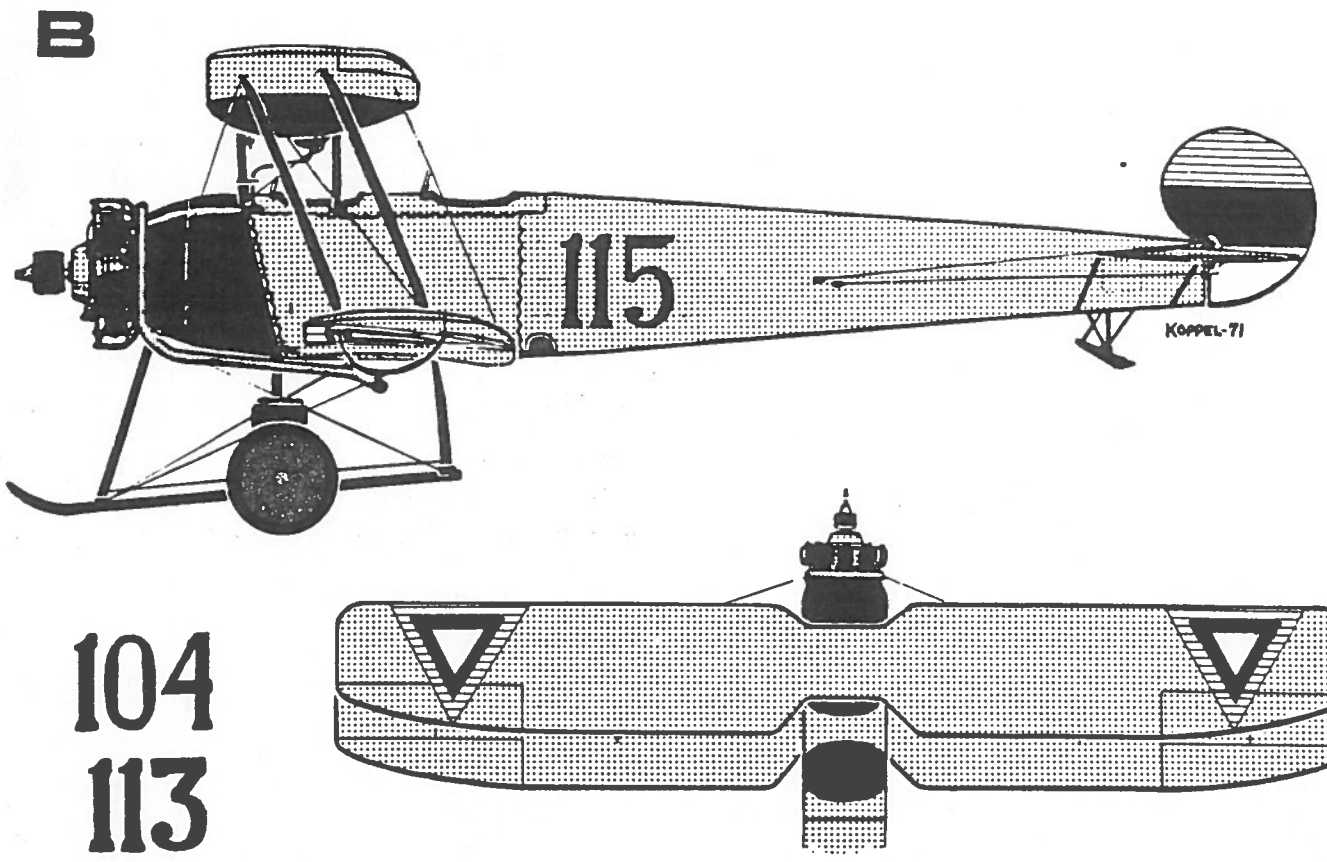




Ted Koppel SAFCH #118

ESTONIA





Ted Koppel SAFCH #118

AIRCRAFT OF THE ESTONIAN AIR FORCE
Part 2
Estonian Avro 504s

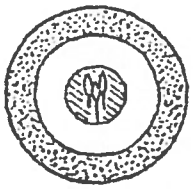
NEAR THE BEGINNING Avro 504K (ex-RAF E.9467), EAF number 15 (drawing A), demonstrates quite effectively the battered and patched appearance during those early years of service. Once again, the greatest difficulty lies in determining the exact colors; one basic assumption is that the overall finish was the original clear-varnish, with perhaps a temporary darker covering which had weathered considerably. The fuselage top around the cockpits and the darker wing panels were almost definitely the standard British khaki (with the British roundels painted out in grey) and the cowling natural metal. The clear-varnish proposal stems from the fact that all markings -- that is, "E.9467" and manufacturer's identification "Grahame White/Hendon", as well as the laster Estonian "15" -- were in black. It is not known if any of these early trainers could originally have had been grey finish, although there is some suggestion that a few later Estonian aircraft were. For the wing upper surface, there exist indications of both an overall dark color (though weathered and patched, which offers little contrast with the khaki areas indicated on the drawing) and, perhaps dating much later, a definitely lighter tone similar to that of the fuselage. Therefore, a sort of intermediate stage is shown on the upper view of #15. In any case, the center-section area was quite obviously off center. The black under-wing codes should probably,at this stage, be disregarded, as proof of markings is not quite certain. It seems more likely that these codes, if indeed appearing on this particular machine, would have been in the British manner: repeated twice, facing opposite ways under each wing. The detail for the rudder of Avro 504K number 21 shows another early variation in the placement of the aircraft number. As best can be determined at this time, the number was not repeated on the fuselage which did, however, have the Estonian triangle marking in the usual place. This aircraft appeared overall light in color with a dark (black?) cowling, light wheel-disks, and dark fuel-tank on top wing. As for other general finishes for these aircraft, a line-up of seven Avro 504Ks in an old Jane's shows four as being light and three dark -- at least as far as wing-tops were concerned. It should be noted that the Estonian numbers, 15 to 21, given in Jackson's Avro Aircraft since 1908, seem to be in error as there are some DH 9s in that sequence. (Part 3 in this series will attempt to explain this.)

ONE HUNDRED AIRCRAFT LATER Avro 504R Gosport, EAF number 115 (drawing B), was the last in a series of twelve "R" aircraft that were delivered in late 1928 and were used as trainers until 1940; by which time the standard finish of most Estonian machines was overall silver with the fuselage insignia replaced by large black numbers and the wing triangles having more equal proportions that the 1919-21 variations. The number style used for these a/c is illustrated in the details, #104 being the first of the series. In the late 1930's, at least, the machines seemed to be overall silver, with no dark areas at all, except perhaps the upper wing center-section, the narrowest part, as evidenced in one photo of #107 and perhaps #113 (which crashed in 1939). Number 115, however, appeared to have the cowling, all struts, under-wing fuel tanks, and outer wheel-disks finished in glossy black or dark grey. As the planes obviously had had to be repainted during their twelve-year service, it is likely that both schemes, or variations of same, were carried by each at one time or another.

... and as the very first aircraft of the Estonian A.F. has been captured from the Communists some 21 1/2 years before and had their red stars overpainted with the blue/black/white triangles --- now, in the Autumn of 1940, the last Estonian aircraft had their own National markings in turn painted over with the Soviet red star. There must be a moral in there, somewhere

Ted Koppel SAFCH #118

Information supplied by I. Burns and E.A. Harlin arrived too late to include in the original article. They supplied original Avro drawings showing that there should be no cutouts in the lower wings of the 504R. They also add that the delivery finish of the EAF 504Rs was overall silver doped, including wheel disks and fuel tanks, while metal panels and struts were in "high gloss black stove enamel". These a/c were delivered with national markings but no fuselage numbers.



RHODESIAN AIR FORCE DAKOTAS



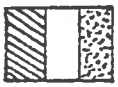


FIG. 1A
NATIONAL INSIGNIA
1954 TO 1964

The Southern Rhodesian Air Force received its first Dakota in 1947 (along with other types of aircraft) as a gift from the South African Air Force. This aircraft was probably SR25 illustrated in figure 2. In 1954 seven additional Dakotas were obtained from the RAF (serial number range SR152 - 158).

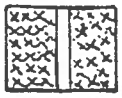


FIG. 3A
NATIONAL INSIGNIA
1968 -

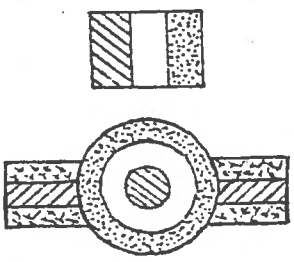
In 1953 Southern Rhodesia, Northern Rhodesia and Nyasaland joined in a Federation, and the Rhodesian Air Force was formed, the Dakotas then on strength becoming No. 3 (Transport) Squadron. The national insignia also changed at this time (fig. 1A), figure 1 illustrating Dakota markings during this period (1954/64). The three assegais of the roundel had silver spear heads with brown handles. The listing below gives a breakdown of the periods when markings changed:

1945/53	Southern Rhodesian Air Force
1954	Rhodesian Air Force
1954/64	Royal Rhodesian Air Force
1964/68	Royal Rhodesian Air Force
1968 -	Rhodesian Air Force

In 1964 the Federation dissolved, three of the Dakotas being transferred to Northern Rhodesia (known as Zambia after independence). The national markings again changed at this time, RAF "C" type roundels with a single assegai (fig. 4).

With the declaration of a republic in Rhodesia in 1968, new markings began appearing in 1969/70 (fig. 3A). The new roundel comprises a gold lion holding a tusk aloft, edged in black (the lions mouth being red) on a white disc enclosed in a bright green circle. The new national markings appear to have been taken from the badge of No. 237 (Rhodesia) Squadron of WWII.

FIG. 2A
NATIONAL INSIGNIA
1945 TO 1954



In 1969 all the serial numbers of Rhodesian Air Force aircraft were scrambled (for example, Canberra B2 RRAF 206 is now R2514). Figure 3 illustrates a Dakota in the latest color scheme and national markings. According to "Worlds Air Forces" (by David W. Wragg) the Rhodesian Air Force currently operates 4 Dakotas.

PREPARED FOR IPMS CANADA
BL. VOLSTAD

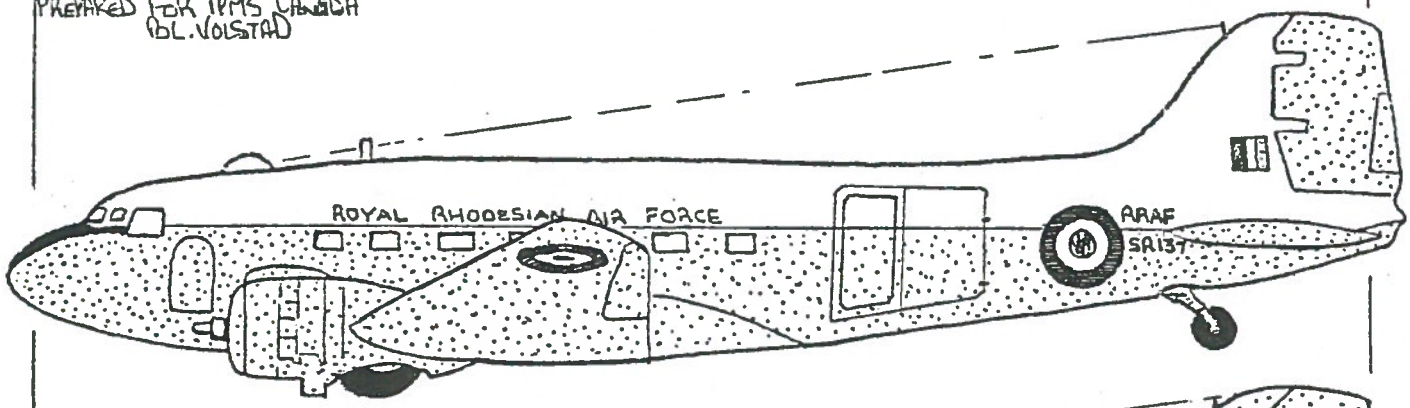


FIG. 1
DAKOTA ROYAL RHODESIAN AIR FORCE CIRCA 1954-1962 (REF. PHOTO ROUNDEL JULY-AUG. 62 PAGE 13) SILVER OVERALL WHITE FUSELAGE TOP. ROUNDEL AS PER FIG. 1A. THE LETTERING APPEARS QUITE LIGHT, POSSIBLY GREEN. THE PHOTO FROM WHICH THIS DRAWING WAS MADE GIVES NO INDICATION OF A CHEAT LINE SEPARATING THE WHITE TOP FROM THE NATURAL METAL. AIRCRAFT IN A PHOTO IN FLIGHT INTERNATIONAL (JULY 64) OBVIOUSLY HAVE SUCH A CHEAT LINE.

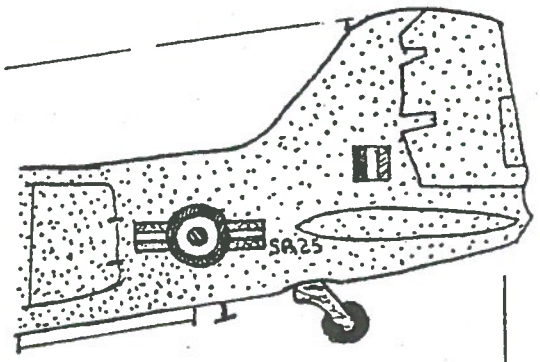


FIG. 2
DAKOTA SOUTHERN RHODESIAN AIR FORCE CIRCA. 1952 (REF. PHOTO AIRFIX MAGAZINE APRIL 1971 PAGE 418). ENTIRE AIRCRAFT NATURAL METAL WITH BLACK NOSE TOP. NO WING SERIALS. ROUNDEL AS PER FIG. 2A.

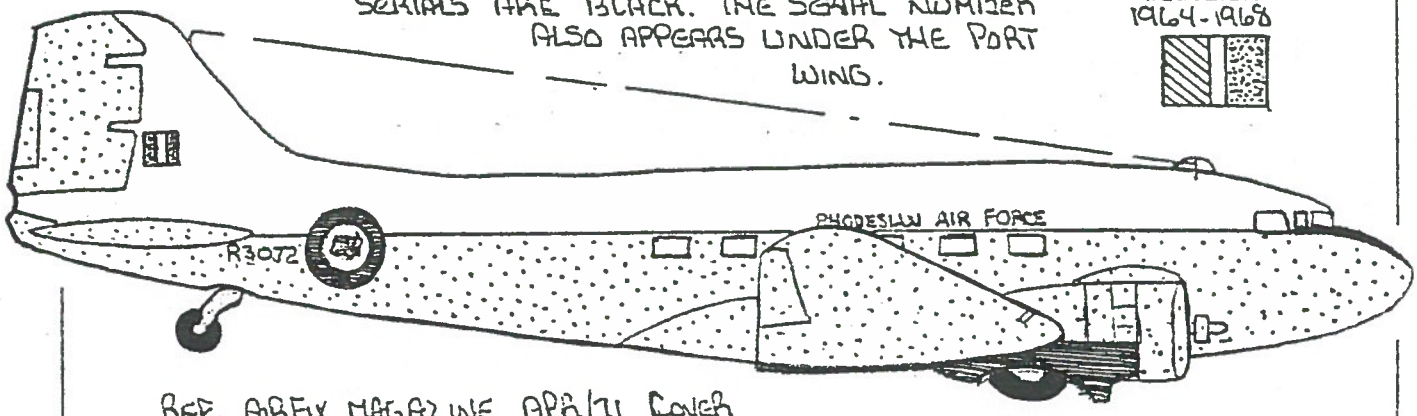


FIG. 3
DAKOTA R3072 OF NO. 3 TRANSPORT SQUADRON IN NEWEST COLOR SCHEME AND NATIONAL MARKINGS AS INTRODUCED IN 1968/69. THE UPPER FUSELAGE IS WHITE WITH GREEN LETTERING AND CHEAT LINE. THE NATIONAL MARKINGS ARE AS DESCRIBED IN FIG. 3A., APPEARING ON THE FUSELAGE SIDES ONLY. ROUNDELS WERE ORIGINALLY APPLIED ON WING SURFACES BUT WERE LATER REMOVED. SERIALS ARE BLACK. THE SERIAL NUMBER ALSO APPEARS UNDER THE PORT WING.

FIG. 4



NATIONAL INSIGNIA 1964-1968



REF. AIRFIX MAGAZINE APR/71 COVER COLOR PHOTO.

squadrons will be disbanded. The number of pilots in each squadron will be decreased by two pilots per squadron leading to a total reduction equivalent to an entire squadron. The number of flight hours per pilot will also be decreased.
-The BELGIUM, DUTCH, NORWEGIAN, and DANISH governments have agreed, in principle, to replacing their Starfighters with the General Dynamic F-16. The official announcement is considered to be a mere formality. The total Dutch order will be for 102 single seaters and 12 duals. which will replace the Starfighters during the period 1979-1983. The Dutch F-5s will also be replaced by the same a/c with replacement taking place after 1984.
-Two a/c types already phased out are the DHC-2 Beaver and the Fokker S-11. The 9 Beavers were replaced by a few Alouette III helicopters drawn from surplus stocks. These in turn will be replaced by the MBB Bo-105 helicopter of which 30 are on order. The Fokker S-11 will not need replacing since, at the moment, all training takes place in Canada. The Piper Super Cubs will also be replaced by the MBB Bo-105 in 1975.
-The Naval Air Service will order 13 modern long-range maritime patrol a/c to replace their Neptunes and the Atlantic (257) that was lost last year in a crash. Twenty-four helicopters will be bought to replace the Westland Wasp frigate helicopter and the Augusta Bell shore-based helicopter. Replacement for the AB204 is due 1976-1977 and for the Wasp after 1983. Recently the Navy ordered 6 Westland Lynx helicopters to replace the AB-204s. A total of 24 Lynx helicopters will be in service after 1983.
-Gilze Rijen AFB will not get a second squadron of NF-5 a/c which were to have been transfered from Welschap (Eindhoven). Because of protests by people living around Gilze Rijen, this plan has been laid aside.
-Due to heavy rainfall in November and December 1974, the runway at Twenthe AFB sagged a few inches. To prevent accidents, Nos. 313 and 315 Sqns. (equipped with NF-5s) were moved to other Air Forces bases (Leeuwarden and Eindhoven) while the runway is being repaired.
-Starfighter D-8283 crashed on 17-12-74 near Achel (Belgium). This a/c belonged to No. 311 Sqn. based at Volkel.
-Two RNethAF Starfighters were lost within eight days of each other. One (D-8336) belonging to No. 322/323 Sqn. crashed into the North Sea on 12-3-75 while practicing interception on a RAF Shackleton. The other a/c was from No. 306 Sqn. and it crashed near Erp. The pilot of this latter a/c ejected safely.
-Super Cub R-137 crashed near Woensdrecht on 18 July 1974. The a/c was written off.
-NF-5A K-3074 of 314 Sqn. based at Welschap (Eindhoven) crashed near Koblenz (West Germany) on 2 August 1974. The pilot was killed.
-F-104G crashed at Sint Anna Parochie. The a/c was stationed at Volkel. The pilot ejected safely.

NORWAY: Norwegian F-5s are being camouflaged. Several a/c have already been observed with camouflaged fuel tanks.

SAUDI ARABIA: The Royal Saudi Air Force has purchased 40 more F-5E Tigers and 20 F-5F trainers. These a/c will be modified to carry the Maverick television-guided missiles. All traning and maintance will be done by Northrop. An earlier contract in 1973 (worth 750 million dollars) calls for 30 F-5Es.

SPAIN: The Spanish Air Force will receive four AB-205 helicopters for No. 803 SAR Sqn. It has already received 12 Beech F-33C Bonanzas for the Academia General del Aire (No. 791 Sqn.). The Spanish designation for this type will be E-24.

TURKEY: The Turkish Air Force has ordered 18 F-104S from Italy. Codes are 6851 to 6868. and s/n are 1151-1168. It is expected that an additional order will be placed. Delivery of the first 6 a/c has already taken place. Codes of these a/c are 6851-6856.

Compiled by *Fred Bachofner* SAFCH #15

Grumman S-2E 149878 Venezuelean Navy. Standard USN color scheme; all lettering black, tail stripes dark blue. "AS" shadowed in white. Photographed at the Naval Air Facility, Washington DC on Oct. 10, 1974. Joe Handelman (SAFCH #131).



HS-125 5T-30 Argentine Navy. Photographed at Andrews AFB. Joe Handelman (SAFCH #131).



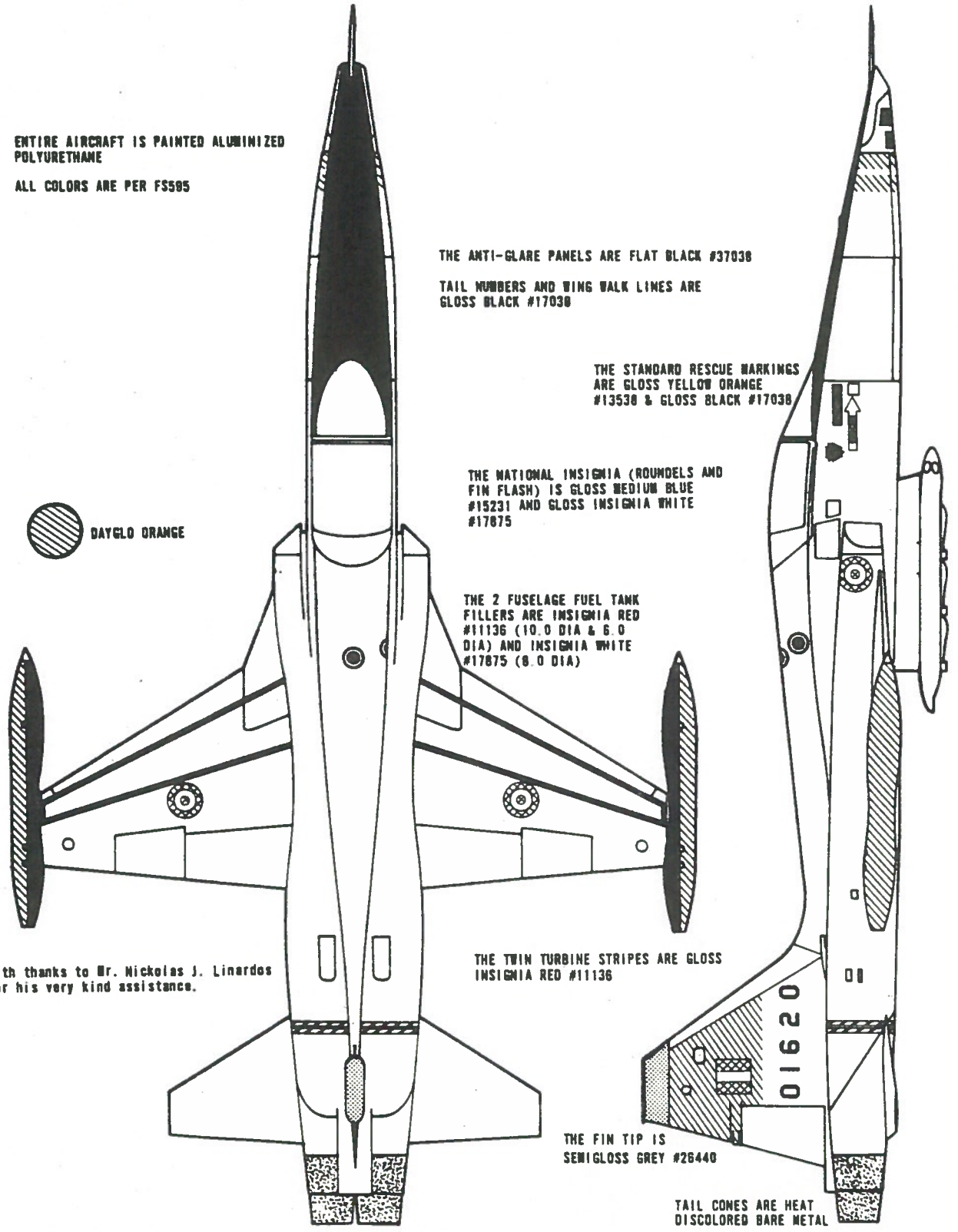
Estonian Avro 504R at Woodford prior ro delivery. E. A. Harlin.



Reproduced with the kind permission of the Northrop Model Airplane Club

The Northrop RF-5A in service Hellenic Air Force (Greece) 349 Squadron

349 Squadron was winner of 'Best Hit '72' competition, July 1972.



With thanks to Mr. Nickolas J. Linardos for his very kind assistance.

Gus Morfis 9-13-72

Uniform INSIGNIA

(A) Cuba Air Force (B) Philippine Air Force (C) Chinese Aviation Cadet



Illustrated above are three cloth "patches" (shoulder sleeve insignia) that,while actually belonging to other air forces, often show up in dealers' lots and in collections of U. S. insignia. The first two are sometimes described as being worn by U. S. personnel (especially W. W. II) assigned to the indicated air forces in the sense of the U. S. Pacific Air Force, Mediterranean Allied Air Force, etc.; or, conversly, by those nationalities serving in the U. S. Air Forces. While not all details are known, the following seems to be a bit more accurate:

(A) Actual dates of use are not known (W.W.II?), but definitely worn by members of the independent air force of Cuba.
(Blue embroidered patch with white ring and letters and yellow-gold wings. National insigne of blue disc with white outline, red triangle, and white star. Note that triangle position is reversed from aircraft marking.)

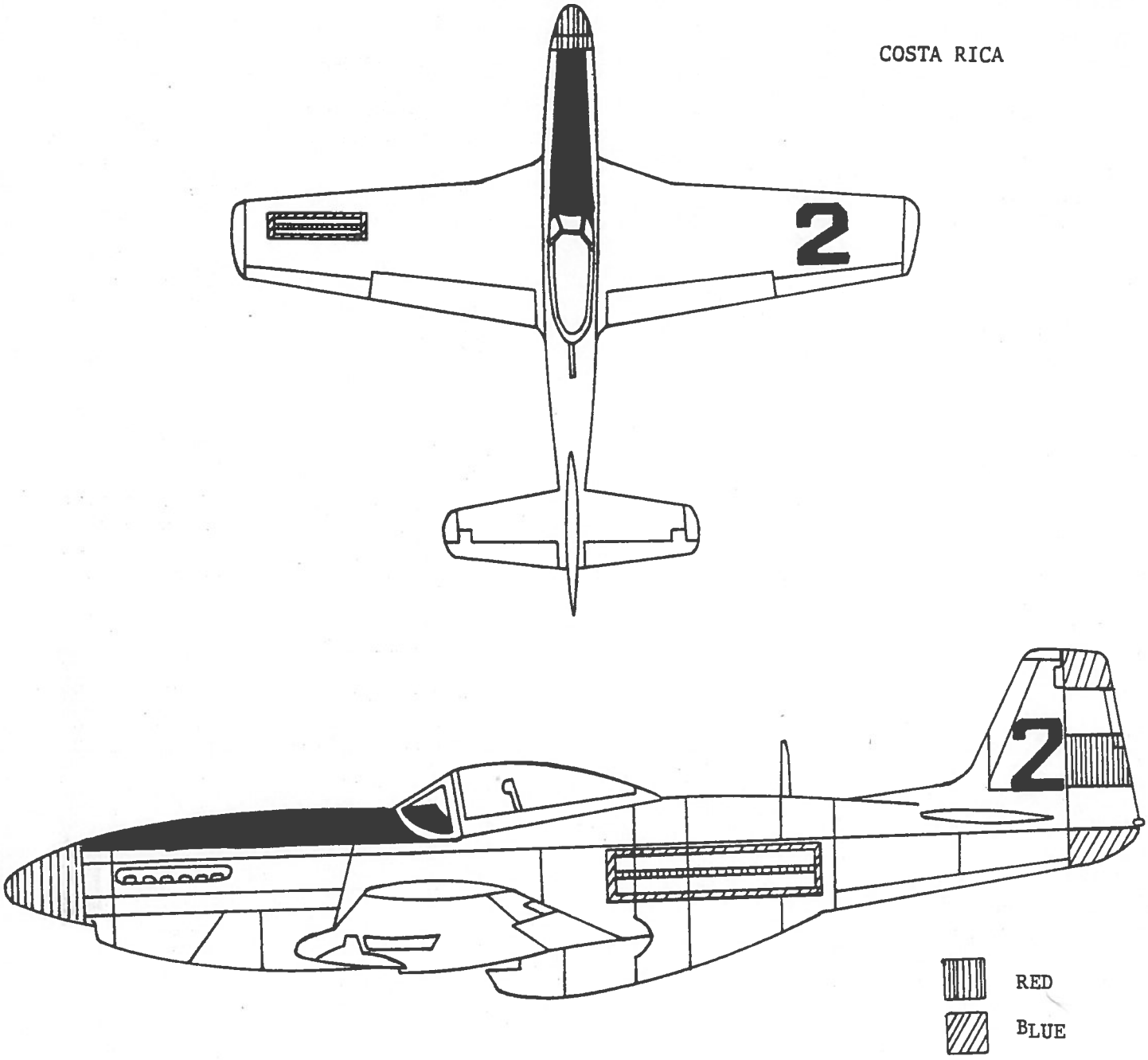
(B) Worn on the upper left sleeve of all P.A.F. personnel from the time of the designation of the Philippine Air Force on 3 July 1947 until the reorganization of the armed forces in 1972. Although this version was manufactured in the U.S. (as were the other two items shown), it was also made in the Philippine Islands with some variation in details. Thanks to the assistance of Alberto Anido, a report on P.A.F. uniforms and insignia is planned for a future issue of the SAFO.
(Blue embroidered patch with two white rings and lettering. Wings, with black details, and stars are yellow-gold. The P.A.F. diamond insigne is red, white, and blue center.)

(C) This patch is believed to have been worn on the side of cap as well as sleeve of Chinese aviation cadets being trained in the U.S. during W.W.II. This information was supplied by David A. Parham, Deputy Research Director of CONFLICT MAGAZINE.
(Red and black "thunderbird" and red outline embroidered on khaki twill.)

Drawings made from actual samples in personal collection
Naturally, additional information is always welcome.

Ted Koppel
1708 Park Ave.
Baltimore, MD 21217

COSTA RICA



F-51D OF THE COSTA RICIAN NATIONAL GUARD. THIS IS ONE OF AT LEAST THREE F-51D'S RECIEVED FROM US ANG STOCKS. THE AIRCRAFT WAS BARE METAL OVERALL WITH BLACK ANTI-GLARE PANELS AND LETTERING. UNDERWING MARKINGS ARE NATIONAL INSIGNIA RIGHT WING, AIRCRAFT NUMBER UNDER LEFT WING. BLANK SPACES ON RUDDER AND NATIONAL INSIGNIA ARE WHITE.

THIS IS PART OF SAFCH PROJECT #3, LATIN AMERICAN WW II FIGHTERS. ANYONE HAVING ANY INFORMATION ON THIS SUBJECT, IN PARTICULAR PHOTOS TO HELP WITH THE PREPARATION OF THE ILLUSTRATIONS FOR ARTICLES FOR SAFO, ARE ASKED TO CONTACT THE PROJECT MANAGER: NICK WATERS III AT THE BELOW ADDRESS. FURTHER F-51 DRAWINGS WILL APPEAR IN A LENGTHY ARTICLE I AM PREPARING FOR THE SAFO TO APPEAR IN THE NEAR FUTURE.

NICHOLAS J WATERS III PT1
NARDET TWIN CITIES
E62nd ST & 31ST AVE SO
MINNEAPOLIS, MN 55450